the establishment of a naval base on

naval changes which are taking place in the Pacific render it imperative that we should recast our strategical dispositions, both in regard to the distribution of the fleet and the establishment of naval bases. Although

portance from a maritime of the North Pacific s evident enough, and also seem to be eviexpects to remain the Mistress of the Seas, cannot abstain from participatbe observed that the Globe specifically speaks of "a permanent squadron re-constituted on the American seathat a reconstituted permanent squadron would be something very different from that we have had here in the past. It would mean larger and

contributing a proper share to the establishment of such a base by authorizing the construction at once, as a public work, of a dry dock equal to the possible requirements of such a squadron.

SOME BRITISH QUESTIONS.

Domestic questions are very much to the fore in British politics. Two of them especially are creating a good deal of discussion, and not a little anxiety among those people who dread anything which can by even indirect means be identified with Socialism. One of these is the housing of workingmen and the other is a provision for old age pensions. The government has promised to bring in a Bill to relieve the wretched conditions existing in the crowded sections of cities. "In procent wears," says one writer "as a public to the head of Saanthe cars there be transferred to the rails and be brought into the transe of the rails and be brought into to the rails and be brought into the rails and be rought into the rails and be isting in the crowded sections of cities. "In recent years," says one writer, "a great deal has been done toward solving the housing question. Cheap electric trams and workmen's trains are run far into the districts known as 'Greater London,' but there are thousands of workmen who have to reside near their work in wretched, squalid rookeries, in courts and blind alleys, so that the ultimate gain has not been very great. The government has good reason to believe that, if its pro-gramme is not too far-reaching, it will

confined to one party.

Mr. Asquith has definitely promised an old-age pension scheme, and it will be outlined in his Budget speech.
All parties favor a measure of this nature, although they are by no meane in accord as to its details. The Conin accord as to its details. The Con-servatives associate these pensions with tariff-reform, for they say that the revenue will be greatly increased by protection and the money not needed for the ordinary purposes of the government might very well be re-turned to the people in form of old-age pensions. This is a very tak-ing proposition, but it will not meet views of the Socialists, who in-that the persion fund must be created by a direct levy upon accumulated wealth They say that every one above sixty-five years of age should receive a pension as a matter of right, and that no one should be asked to contribute to the fund in any way except the members of the wealthy classes. Mr. Asquith apparently will try to strike a middle course. He says that pensions must be granted with some discrimination, and that those who are to enjoy them must expect to contribute towards them. He de-clines to raise the needed money by such means as the Socialists propose.

The serious nature of the problem will be apparent from the fact that the trades-unions already pay out something like \$2,500,000 annually in pensions to 15,000 people, and the esti-mate that at least 250,000 people would be beneficiaries under any genwould be beneficiaries under any gen-eral pension system. This would call for a very large sum of money, and it is not very easy to see where it is to come from. Of course, poor rates would be lightened by the pension, system. One of the proposed means of raising the needed funds is by an voice duty or coal and the horozer. excise duty on coal, and the brewers and distillers expect that they will be called upon to pay a large share of what is required.

The above questions taken in connection with the problem of small land-holdings, the reviving of agriculture, improved sanitary measures for towns, the extinction of the sweating system, the question of military train ing, not to mention the perennial Irish question, tariff reform and the consti-tution of the House of Lords, make up a programme which, for variety and difficulty, cannot easily be matched. Kipling was here a short time ago, he To the credit of the British people be was asked what ought to be done in

it said that they have set themselves view of the peculiar situation exist-down resolutely to the solution of them.

VICTORIA AS A GRAIN PORT

VICTORIA AS A GRAIN PORT

No valid reason can be given why Victoria may not become a grain shipping point, or why we cannot have flour mills here to grind the wheat produced in the western half of the prairie region. Immense quantities of grain, ore and coal are carried across the Great Lakes on car-ferries under a gainst the employment of Asiatics In a sentence of four words he suggested as the remedy—"Pump in the whites." A good many people showed a disposition to regard this suggestion as a jocular one, but events have shown that if the great resources of this province are to be developed on any comprehensive scale it will be necessary to take Mr. Kip-

tended to the mouth of the Fraser, no one would doubt for a moment that the establishment of a navar pase on this coast of Canada. The following extract is from the London Globe:

The approaching completion of the in perfect safety at any hour of the day or night at any season in the day or night at any season in the year, would be the greatest of all rail-way construction work to be done in way termini on the North Pacific But it seems very difficult to convince certain people that freight can be transported in cars by water just as ough out ferries as by rail, and far more cheapment of Asistics will not the employ- and just as expeditiously by carform and second, that white men must be employed at it. It has been made abundantly clear to the minds of the managers of these railway enterprises that the employ- become more serious and the sums intablishment of naval bases. Although it may be undesirable to carry out any sensational addition to the strength of our fleet in the Pacific, it must be obvious to every student of naval affairs that we should have a permanent squadron reconstituted on the American seaboard of that ocean states to take charge of that transportation by car-ferry was an absurdity, but affair more cheap-live ferries as by rail, and far more cheap-live ferries as by rail, and fa the American seaboard of that ocean under the command of a flag officer.

This is a statement of very considerable importance. We fancy that siderable importance. We fancy that white Page & Vulcin system. it may be taken as indicative of the opinion held in certain high naval circles, but even if it may not be, it is unquestionably of great interest as disclosing an appreciation in influential constant and the description of carrying freight in cars from Port disclosing an appreciation in influen-tial quarters of a movement recog-nized for some time by the people of British Columbia. The growing im-into the Yukon and he satisfied not point only himself, but the management of the system that the undertaking would be advantageous, and it came nearer it would also seem to be evident that the power, which is and people suppose. It was never rejected, but only postponed, and before it was Seas, cannot abstain from participating in naval development here. It will handle when the Globe specifically rush was over. Car-ferries for both freight and passengers are to be put on across the Straits of Dover. Other instances might be cited, but they have already been referred to in these board" of the Pacific, and atthough it does not favor any sensational addition to the fleet in these waters, it subject now only for the purpose of again endeavoring to impress upon the again endeavoring the again ende row water channels are not an ob-stacle to the development of a great terminal business here. There is not in the past. It would mean larger and better ships, larger and better ships, larger and better appliances of all kinds, and improved for diffications. We again suggest that the government of Canada would only be contributing a proper share to the contributing a proper share to the canadian Pacific to the head of Saanstablishment of such a base by autocated and the cars there be trans-

that the actual managers of railway enterprises have to persuade their directors that certain things are desirable. Another is that the financial abilities of the biggest railway companies are limited, and they are usually being worked up to the limit. Only those persons who are familiar with the history of railway expansion know rockeries, in courts and blind alieys, where the sun never penetrates, which means an enormous waste of life in infancy, a great waste of physical condition after infancy is passed and how difficult it has been in many ordition after infancy is passed and a waste of stamina in the present generation and in the generation which springs from it. County and borough councils have swept away a stiff advance upon the price borough councils have swept away a road was worth buying. It is also that large number of unhealthy areas, but that if the C. P. R. were willing to the are still many left." The destruction of buildings for sanitary paid for the E. & N., at least one purchase would but it by telegram. Ineasons has had the effect of increas-ing the congestion in other localities, stances could be multiplied in which railway men have had to be forced by public opinion and persuaded by very substantial aid to build railway lines. which were profitable from the day they were opened for traffic. We have meet with sufficient support from all they were opened for traffic. We have political parties, although it is certain in mind one such instance, in which to be opposed by the element above the promoter, who had nothing to do referred to, which is not by any means with railways, was laughed at by the very men who, within two years, took up his project and made money out of it from the day the first train ran over the line. Those who know the history of the portion of the C. P. R. between Montreal and St. John, know that transportation men refused to recommend it, and that it was brought to a successful conclusion by men who had not a single dollar's interest in the work at any stage. We wish that Victoria people would appreciate the force of these considerations. We have an of these considerations.

object lesson right before our eyes. A few years ago the majority of people said that we need not expect the C. P. view of Dominion legislation accepting that we need not expect the C. P. view of Dominion legislation accepting that we have one, the combast desirable to have one that the desirable to have desirable to have desirable to have one that the desirable to have desir was desirable to have one, the company would build it without waiting to be asked. We all know that the company was for a long time averse to the undertaking, and that it was only through persistent effort, backed up by

some valuable concessions, that the enterprise was secured for the city.

What we ought to have at Victoria is a breakwater extending out to Brotchie Ledge, within which there could be established one of the finest harbors in the world. And there is no time to be lost in agitating for it. time to be lost in agitating for it. Other places are alive to their opportunities, but it seems necessary to stir Victoria people up to a realization of the fact that they have opportunities. A residential city is an excellent thing. This we know Victoria will become. An educational centre is an excellent thing, and this we hope Victoria will assuredly be. But we ought to labor to make it a great business to labor to make it a great business centre also. The people, who will come here to reside because of the natural beauty and delightful climate possessed by our city and its environment. sessed by our city and its environs, will have families. Many of the men will themselves be in the very prime of life and desirous of continuing in business. If we hope to keep the pop-ulation here after we get it, we must provide openings for business, and we will never do this as long as we sit with folded hands and wait until some divinity in the shape of a railway manager sees fit to smile upon to the shape of the s manager sees fit to smile upon us. The gods of business help those who help themselves.

FOLLOWING KIPLING'S ADVICE.

are imprisoned for contravention of the Act, there might be a substantial bill of damages to pay by and bye. Therefore, we applaud the decision of of our resources and the antipathy Therefore, we applied the decision of against the employment of Asiatics the Attorney-General not to proceed

Budget speech in the House yesterday, and we present a full report of it this morning. Captain Tatlow makes his points so clearly and succinctly that it is needless to attempt a summary of them, and therefore, for particulars of what he said, we refer readers to the speech itself. Speaking of it generally, it must be pronounced highly satisfactors. actory. He was able to congratulate the province upon its expanding revenue and to show that this is likely to permanent. He was in a position to draw a very interesting picture of the conditions of provincial industries and business generally and to mention matters which are full of promise for

General Booth, head of the Salvation Army, said that an offer was being considered to place from 3,000 to 5,000 men on railway construction work in Canada. On reading this announcement two facts immediately present themselves for consideration. First, that there is a vast amount of railway construction work to be done in the future. In Captain Tatlow the province is very fortunate in possessing a minwe feel certain that the railway companies are disposed to regard public opinion in this matter, we fancy we detect in General Booth's announcement a hint that no further attempts will be made to seek a labor supply in the Orient, but rather in the Old Country, where, as is well known, there are thousands of men out of employment. Should this prove to be the case, with

thousands of men out of employment. Should this prove to be the case, with the result that a large number of white laborers will be imported from England, a great step will have been taken towards solving the Asiatic immigration problem, and a permanent increase made in the population which is eminently desirable. In this connection it will occur to many that certain enterprises on Vancouver Island may hinge to a very large extent on the success of the plan which General Booth announces is shortly to be tried. Mr. Marpole, of the C. P. R., within Mr. Marpole, of the C. P. R., within the past couple of days has stated that the company has abandoned all and yet there is plenty of money for mo negotiations with the syndicate, which hoped to be able to make arrangements for the clearing of a necessary public works. Captain Tatwhich hoped to be able to arrangements for the clearing of a large tract of land on this island, and had determined to experiment with 1,200 acres in the vicinity of Lady, smith under its own supervision. Mr. Marpole pointed out, however, that should it be shown that the cost of clearing the land was too high, the clearing the land was too high, the confidence of the country. low's remarks in regard to conditions and the progress province generally make interesting reading at a time when in so many parts of the continent doubt and uncertainty prevail. The budget speech

Hon. Alfred Deakin, prime minister of Australia, concluding his letter inviting the United States fleet of warships to visit the waters of the Commonwealth, says: "Relying on your friendly offices to ensure the most friendly reception possible to this invitation which might have momentous and far reaching consequences." and far-reaching consequences, I am, etc." In the choice of the words "momentous and far-reaching consequences" Mr. Deakin has imparted a significance to his invitation which may easily disturb the equanimity of those who profess not to be able to see the tiniest cloud on the horizon threatening the peace of the world. In this connection it may prove of interest to mention that in a copy of the London Standard of recent date there appeared a letter "from an Australian correspondent," which contained some rather remarkable statements. in Australia in regard to the threaten ing danger from Asiatic immigration and then used these words: in Australia, the arrival in waters of the United States battleship fleet will be something more than stately procession of warships. stately procession of warships. It means to us the stretching forth of an arm that is White; and should it hapshould go to war, we would have lit tle hesitation in making up our minds we should extend our sympathy.

The announcement that the Cana dian Northern has obtained power to extend its line to the Pacific Coast and migration Act passed at the present has increased its capital with that obsession of the legislature to be ultra ject, is a piece of news of very great vires that body by reason of the activities that body by reason to be activities the reason to be ac tion of the Dominion Parliament in we are satisfied, be seen to have a regard to the Japanese treaty. The special interest to Victoria and Van special interest to Victoria and Van-couver Island. Messrs. Mackenzie and Mann have taken more trouble to inform themselves as to the possibilities of Vancouver Island than any one else in the railway world, except the Cana-dian Pacific, and the interest of the latter only came with the purchase o promoters of the Canadian Northern were obtaining information about the Island and had learned all there is to know about the value of its strategic

> The announcement that Chief Justice Hunter disagrees with Mr. Justice Clement respecting the jurisdiction of the provincial courts in divorce cases seems to make it all the more import ant that a final decision should be obtained from the Privy Council on the matter as soon as possible. As the question stands at present all that we are certain of is that there is a dif-ference of opinion among the judiciary

Since Germany had her fracas with he natives in West Africa, and the United States tried its hand at suppressing the Filipinos and France has undertaken to deal with the Moors, we do not hear quite as much as we did wise one. about the inability of Britain to accomplish things in a military way.

We learn from the Toronto Globe that Mr. Charles M. Hays, of the Grand Trunk, is now in England in connection with the issue of \$5,000.00 been overturned, and there is no cer-tainty that it will be. If it stands, and equipment purposes which are guarpersons entitled to enter the province anteed by the parent company.

## Malt and Hypophosphites

employed. There are thousands of able-bodied men in the Old Country

today who do not know where their next meal is to come from, who would be glad to work at a living wage on land-clearing on Vancouver Island,

and at a figure which would enable

the C. P. R. to prosecute the work on a paying basis. If such men can be secured we think there will be but one opinion about the matter—and that is, that they cusht to be accurate.

shall await further particulars in regard to the scheme referred to by General Booth with the greatest in-

THE IMMIGRATION ACT

regard to the Japanese treaty. case will now come before the

preme Court and will probably be dis-

posed of early next week. There will

doubtless be an immediate appeal to the Judicial Committee of the Privy

Council, no matter what the deter-mination on appeal may be.

We are very glad that this course is

being followed. What the people of British Columbia want to know is to

what extent the legislature has a right to deal with the subject of im-

right to deal with the subject of immigration. The issue is presented by the legislation in question in a plain and unmistakeable fashion. Two points seem to be involved. One of them is the right to deal with immigration

gration in any way, and this the Chief Justice seems to think is vested

that does not seem to have impressed itself upon the mind of the learned Chief Justice.

The decision of the Attorney-General

not to attempt the enforcement of the Act so far as it relates to Chinamen

and Japanese is a very wise one. Nothing good could result from pursu-

ing the opposite course. The Chief Justice having held that the Act is beyond the powers of the local House,

it would be a mistake to proceed with its enforcement until his decision has

What the people of

The Chief Justice has held the Im-

ought to be secured. We

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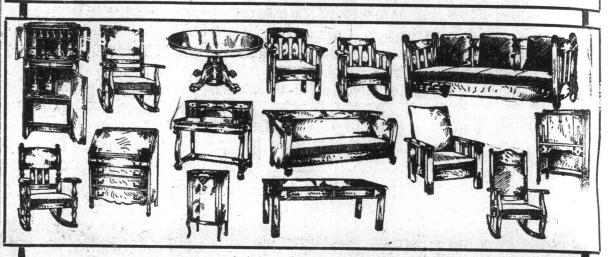
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the map-a vast bo lying between Ameri

the former than the of Europe, by whi separating it from than the broader from Norway. There Greenland and the by the fact that wha the former is similar it is different from are accustomed to of the farthest north, ern termination is That is to say, it boundary of British Yukon territory. It this 60th parallel arc Cape Farewell, at considered, we find substantially a deso of the Atlantic it pa Islands, which are munities. Nearly a north of it, and the tiania, the capital. north of it, and all the parallel and a la opean Russia is nor half Siberia. In Am the Yukon, the great and of the Barren La These facts show tha ders Greenland a re other contributory sphere, advanced wh to the effect that the surrounding the globe which there is the lo zone embraces Greenl the northern coast of so as to take in the north again so as to of its influence and ern prolongation of th circuit of the earth. meaning thereby that earth curved over toy ence of such a zone supported by abundar is higher than within zone. But it is to be 'cold" is relative on ever recorded in Gree heit, which would har but in Greenland anyt garded as uncomfortal of 70 degrees is consi emperature recorded imer temperature a omewhat cooler than perience during the cold, but the summers The observations of t

the interior would hav The cold summers acter of Greenland. Le islands, which, though low mean temperatu remainder of the great is covered by a perenn from the coast this re is hard ice, of unknown overed with snow; in and forms small river der down over precip able chasms. Once out land is one vast whi slope to heights vary The only known excep mountain peak which the ice. Its great b contrast to the univers sen, of the Danish na ago, and he reported reach there was noth covering. The opinion servers who have in the ice-cap of Greenla pressure of the vast n edges of the cap out int off and forms iceberg snow has fallen over the summer heat not by pressure been conve ment to the ice field is reason of the icebergs. animal life ceases, but order of vegetable life

Along the coast there

none of it is of much v

to the coast: what

European knowledge A. D. 986, when Red ! Iceland, settled there. time to have been mor it is now, for there are able trade having b the aboriginal inhabitar of northern Europe. F the colonies were very under a republican for the close of the thirte edged the suzerainty of came a decline in scourged the communi the Eskimos developed down from the north i of the settlers. A lor ollowed and it is said land was practically lo so great is the ability most unfavorable cond onists survived all the century penal settleme orway and Denmark, to the population did best of a bad bargain; tion of smallpox carrie the people. Since th dwindling and it is o care of the Danish g alive. The whole popul exceed 10,000, of whom